

Please change the paragraph beginning at page 3, line 9 as follows:

A2  
Further, a pressing member is provided between the pinion and the pinion shaft at the rear side of the pinion to press the pinion against the detent ring with respect to the pinion shaft. Thus, the vibrations of the pinion against the pinion shaft are suppressed.

Please change the paragraph beginning at page 6, line 5 as follows:

A3  
As shown in FIG. 2, the pinion 6 is combined with the front end portion of the pinion shaft 5 through splines 5a. At a front end of the cylindrical portion of the pinion shaft 5, a step is provided for receiving the pinion 6 as a thrust receiving wall 5b. A rear end surface 6a of the pinion 6 is in press-contact with a thrust receiving wall 5b so that an axially backward movement of the pinion 6 is restricted, while an axially forward movement of the pinion 6 is restricted by the detent ring 12 fitted in the circumferential recess 13 of the pinion shaft 5.

Please change the paragraph beginning at page 8, line 7 as follows:

A4  
After the engine is started by the rotation of the ring gear, when the key switch is turned off, an electric current to the winding 3b is shut off so that the pull-in force of the magnet switch 3 extinguishes. Therefore, the plunger 3a returns to a stationary position (position in FIG. 1). At this time, a power returning the plunger 3a to the stationary position is transmitted to the one-way clutch 7 through the lever 8. Then, the pinion shaft 5 is integrally pulled back along the output shaft 4 with the one-way clutch 7 (in the right direction in FIG. 1). The pinion 6 moves away from the ring gear and returns to the stationary position. Further, due to disconnection of the inner contact in the magnet switch 3, the electric current to the armature is shut off to stop armature rotation.